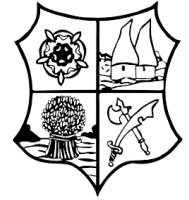


ALTON Town Council



1

10 June 2026

To Councillors: Matthew Bayliss, Chris Botten, Mark Boyce-Churn, Annette Eyre, Don Hammond, Graham Hill, Matthew Kellermann, Roger Lamb, Nick O'Brien, John Quincey, Barbara Tansey, Lorna Woodcroft, newly-elected town councillor for Whitedown ward

Dear Councillor

You are hereby summoned to an extraordinary meeting of Alton Town Council's **Planning Committee** on **Wednesday 17 June 2026 at 7.00pm** at the Town Hall, Market Square, Alton GU34 1HD, when the under-mentioned business will be transacted.

Yours sincerely

Cllr Annette Eyre, Chair, Planning Committee

AGENDA

1. APOLOGIES
To receive apologies for absence.
2. DECLARATIONS OF INTEREST
To receive Declarations of Interest and Requests for Dispensations.
(Councillors are responsible for declaring any disclosable pecuniary interest which they may have in any item of business on the agenda no later than when that item is reached. Unless dispensation has been granted, they may not participate in any discussion of or vote on any matter in which they have a pecuniary interest.)
3. CHAIR'S ANNOUNCEMENTS
To receive any announcements from the Chair.
4. WRITTEN REPRESENTATIONS FROM THE PUBLIC – *report to follow if any are received*
Recommendation: To note written representations from the public
(Authors of written representations are invited to ensure that they are with the Town Clerk by 12noon two days before the council meeting to enable them to be circulated in good time.)
5. QUESTIONS AND STATEMENTS FROM THE PUBLIC
Recommendation: To note the questions and statements by the public.
(In accordance with Standing Order 3e, members of the public may make representations, answer questions and give evidence. They may give notice in advance up until just before the start of the meeting. Verbal statements or questions may be up to 3 minutes long, within a total of 20 minutes allowed for public speaking which may be extended by the Chair.)
6. PLANNING APPLICATION: EHDC-25-0748-OUT, Land to the rear of 136-150 London Road, Holybourne – *see attached report*
To determine the Town Council's response to this Planning Application.
7. PLANNING APPLICATION: EHDC-26-0489-CONVR, 10 River View, Alton – *see attached report*
To determine the Town Council's response to this Planning Application.

Subject: Planning Application EHDC-25-0748-OUT
Report to: Planning Committee, 17 June 2026
Report of: Town Clerk

1. Purpose of the report

- 1.1 To determine the Town Council's response to this Planning Application.

2. Background

- 2.1 East Hampshire District Council (EHDC) has received Planning Application EHDC-25-0748-OUT.

Site: Land To The Rear Of 136-150 London Road, Holybourne, Alton, Hampshire.

Proposal: Outline Planning Application with all matters reserved except access for a high quality residential development comprising up to 156 dwellings, with supporting green infrastructure and open space including play space and associated infrastructure including Sustainable Urban Drainage System and new vehicular access from London Road,

<https://publicaccess.easthants.gov.uk/planning/index.html?fa=getApplication&id=180822>.

- 2.2 Details of the application were circulated to councillors on 3 June 2026. The deadline for comments is 21 June 2026. This is a re-consultation based on the parts of the existing application that have been revised.

3. Main considerations

- 3.1 Alton Town Council's (ATC's) previous comments on this application are attached for reference, including its strong objection. It is not necessary to repeat these comments, but this an opportunity to address what has been changed in the application.
- 3.2 Turnberry's letter listing updates is attached. Key documents on which to focus are:
- a) A 20-page *Planning Statement Addendum* by Turnberry, which is a good starting point and it is attached for ease of reference.
 - b) A 51-page *Highways Response Note* and a 51-page *Framework Travel Plan*, both by Paul Basham Associates, which seeks to address the concerns raised by Hampshire County Council Highways in its responses. The report states that a parking survey was undertaken and the number of spaces has increased.
 - c) A *Flood Risk Assessment and Drainage Strategy Addendum* by Burrows Graham.
 - d) A 92-page *Hydrogeological Assessment* by H Fraser Consulting, including a non-technical summary.

3.3 In Turnberry's *Planning Statement Addendum* by Turnberry, it is stated on p. 5 correctly that East Hampshire District Council's indicative housing figures for Alton parish have increased considerably since the Neighbourhood Development Plan (NDP or NP) was approved in 2021. It argues that, as a consequence, "the policies of the Neighbourhood Plan carry limited overall weight in the overall planning balance" that the plan "will become out of date in November 2026". While it is (at best) simplistic to set a date as to when the NP becomes "out of date", it is correct that NP policies – particularly regarding housing quantum – lose weight if they are not in conformity with more recent national policy or a Local Plan and as the evidence base ages. It is incorrect to state that a NP *per se* becomes "out of date". NPs remain in force until they are replaced, but the force of specific policies may wane in the light of material changes to housing demand, such as the inability of East Hampshire district to demonstrate a 5-year housing land supply. (This is further discussed in the report on the NP to the Full Council meeting of 10 June 2026.) Cornerstone Barristers advised EHDC on this point on 22 January 2026:

- "10. From *Peel Investments (North) Ltd v Secretary of State for Communities and Local Government* [2021] P.T.S.R. 298, whether a policy becomes out-of-date and, if so, with what consequences are matters of pure planning judgment and there is nothing in the NPPF that suggests that the expiry of the plan period renders policies out of date."
- "12.b) Where a policy has been in force for a period of time, other material considerations may be given greater weight in planning decisions as the evidence base for the plan policy becomes less robust."
- "14. In summary, plans do not expire when the plan period ends. Weight to policies in such plans will depend on all the circumstances at the time that the policy or policies are being applied and is a matter for the decision maker."
- "20. The PPG provides that 'Neighbourhood plan policies remain in force until the plan policy is replaced'. ... There is no cliff edge by which a Neighbourhood Plan is no longer extant or in place simply by virtue of time."

3.4 In addition to various mitigations that are proposed in response to comments, particularly on transport and flood risk, Turnberry principally relies on East Hampshire's absence of a 5-year housing land supply across the district, and the consequent claim that delivering 156 new dwellings outweighs the harm that is entailed. In the current national planning policy environment, where most districts in the south of England have struggled to meet housing demand, this argument has become common.

3.5 It should be noted that Paul Basham Associates' *Framework Travel Plan* is not correct if the following sentence is understood to mean that the site has been allocated in the NP: "The site has also been draft allocated for development within Alton Neighbourhood Plan under Policy H03(D) for a residential development of up to 223 dwellings" (section 8.3, p. 38, emphasis added). While this is in the draft Alton Neighbourhood Plan 2021-2040 Pre-Submission Plan, it should be noted that this

document has not progressed and the suggested allocation has not been approved by the Town Council, the District Council or the Planning Examiner. Even in the draft pre-submission plan, draft policy HO3(D) contains provisos to mitigate impacts on landscape, transport, heritage and the environment. The current NP for Alton and Holybourne is the *Neighbourhood Development Plan 2011 to 2028, as modified April 2021*, which contains no such allocation.

3.6 It is suggested that our debate proceed under the following headings:

- a) Parking
- b) Traffic speed and congestion
- c) Transport
- d) Heritage
- e) Flood risk
- f) Local green space

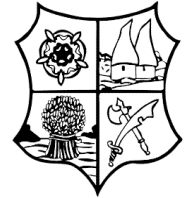
4. Recommendation

4.1 The Committee is recommended:

To authorise the Town Clerk to submit an appropriate response to application EHDC-25-0748-OUT, Land To The Rear Of 136-150 London Road, Holybourne, Alton, Hampshire, based on the points made by councillors.

ALTON

Town Council



Telephone (01420) 83986
www.alton.gov.uk
info@alton.gov.uk

Town Hall
 Market Square
 Alton
 Hampshire
 GU34 1HD

Town Clerk: Tom Horwood

Planning Department
 East Hampshire District Council
 Monterey House
 Petersfield

11th August 2025

Dear Sirs

Please find below Alton Town Council's (ATC) response as statutory consultee for Planning Application EHDC-25-0748-OUT, Land To The Rear Of 136-150 London Road, Holybourne, Alton, Hampshire.

1. There are concerns that this site will change the nature of Holybourne from a rural village to a suburb of Alton. While ATC recognises that significant numbers of housing have been allocated to East Hampshire, this development represents a 30% increase in the size of the village and takes over a significant site outside of the Settlement Policy Boundary adjacent to the important Holybourne Conservation Area. Policy CP10 of the Joint Core Strategy (JCS) states that:

“Housing should be accommodated through development and redevelopment opportunities within existing settlement policy boundaries in the first instance.

In addition to sites allocated to meet the housing numbers set out above, and development in accordance with Policies CP14 and CP19, housing and other small scale development outside settlement policy boundaries will only be permitted where it:

- meets a community need or realises local community aspirations;
- reinforces a settlement's role and function;
- cannot be accommodated within the built up area; and
- has been identified in an adopted Neighbourhood Plan or has clear community support as demonstrated through a process which has been agreed by the Local Planning Authority in consultation with the Parish or Town Council.”

This size development in this location does not meet the above criteria, and the numbers of objections from the residents of the village and the high turnout (208 members of the public attended) at the Town Council meeting on Wednesday 6th August, clearly demonstrates that it does not have community support.

2. In addition, there are concerns over flooding.

JCS Policy CP25 clearly states that:

“Development should be avoided in areas at risk from, susceptible to, or have a history of groundwater flooding. If this is not possible then the development should be designed to incorporate flood resistance and resilience measures.”

There are frequent flooding problems in Holybourne, and this proposal does not go far enough to mitigate the flood risk for this site. While the site is identified as being in Flood Zone 1 (low risk of flooding), a spring has been identified in the south west area and high ground water levels in parts of the site. The proposals will result in increased run-off which must be attenuated on site and not increase the flood risk elsewhere. The applicant should reassess the proposals to deal with this.

3. London Road is a narrow but extremely busy road which is frequently congested and very difficult to cross. There will be no other way to access this site other than to travel along this road, which will significantly increase the number of daily traffic movements through the village and compromise pedestrian safety further due to the narrow pavements.

While traffic impact assessments have been done, ATC believes that more extensive traffic counts need to be done over a longer period of time, so they can accurately reflect a full usual week, and particularly when there is weekday traffic relating to schools. Traffic impact assessments should then be produced accordingly to give an accurate reflection of the impact on London Road.

4. The proposed site for this development is a site of environmental sensitivity which is highlighted in the Local Plan. The Roman settlement at Cuckoo's Corner is a Scheduled Monument of national importance. While this Scheduled Monument could benefit from provision which increases its accessibility and understanding by the local community, any development permitted on the site would have to be subject to strict conditions relating to any excavation and documenting of findings. This application clashes with EHDC's policy CP30, which states that, "development proposals must conserve and, where possible, enhance the district's historic environment".

5. ATC further has concerns that no new infrastructure is being provided with this development. The local NHS has already declared that the two GP surgeries in the nearby town are at capacity and there are no current plans to remedy this. Without some kind of contribution to improved health services in the area, this development would put too much strain on the health infrastructure, putting people at risk as they incur even greater waiting times for appointments and such an outcome is unsustainable. Andrews Endowed is a great school but it is at capacity and has no (or very few) available spaces at present.

6. The Public Open Space which holds the playground facilities and kick-about space at present is identified in the Neighbourhood Development Plan 2011-2028 as:

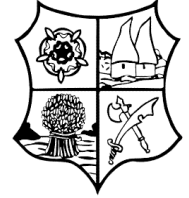
"The only publicly accessible recreational area near the centre of the village from which to enjoy nature and admire the outstanding views northwards to Holybourne Down, the nearest alternative play area being a mile away. It holds particular significance for its local community, including children from several local schools, and the many visitors with families and groups of all ages taking advantage of adjacent free parking."

While the Town Council recognises the intention to relocate this valuable asset, the setting will not be as it is at the moment with the open views of the countryside and it will seem more part of the new development than a space for the whole village to enjoy. Neighbourhood Plan policy CH5 states that development will only be permitted in "very special circumstances". As this proposal causes serious detriment to this important local amenity, which is maintained and operated by the Town Council, the "very special circumstances" in favour of development are far from demonstrated.

7. The Town Council recognises that there is a high demand for new housing and that the District Council has not been able to demonstrate a 5-year housing land supply across East Hampshire. However, the many policy objections to this application – listed above and in other submissions – provide clear justification for refusal.

In summary, having considered all of these points, Alton Town Council has no choice but to **OBJECT STRONGLY** to this application.

ALTON Town Council



Telephone (01420) 83986
www.alton.gov.uk
info@alton.gov.uk

Town Hall
Market Square
Alton
Hampshire
GU34 1HD

Town Clerk: Tom Horwood

Planning Department
East Hampshire District Council
Monterey House
Petersfield

8th January 2026

Dear Ms Owen

Alton Town Council submitted an objection to Planning Application EHDC-25-0748-OUT, Land To The Rear Of 136-150 London Road, Holybourne, Alton, Hampshire, in August 2025. As the application has been updated and is open for re-consultation it was considered again at the Full Council meeting yesterday evening.

ATC does not feel that its previous objections have been addressed, and so fully stands by their letter of 25th August 2025. In addition to this, the Council would like to add the following:

FLOOD RISK

This site is shown in the application as being flood zone 1, but Alton Town Council strongly believes this is incorrect and it should be flood zone 3. There are underground springs, documented in evidence from local residents, and to say there is a flood risk at this site ATC believes is a major understatement.

The Flood and Water Management Team at HCC have responded to the application on 6th January 2026, specifically saying “we can not consider that the current flood risk assessment is appropriate as it does not sufficiently detail the current flood risk and how it could be managed”. The Town Council strongly agrees with this assessment and would urge the Planning Authority to pay careful consideration to this report and avoid a similar situation to that which happened in Farringdon just over twenty years ago.

HIGHWAYS

The only access to this site remains on London Road, with traffic approaching primarily from one direction. In order to attempt to mitigate the volume of traffic on such an unsuitable road, the application proposes to remove the majority of parking along London Road by installing double yellow lines and buildouts. This would:

- Reduce the available parking on the road from around 110 spaces to just 37.
- Reduce the number of spaces outside the village shop to just two, which would inevitably be taken by residents needing to park rather than by customers. This has the potential to destroy this valuable village amenity if customers have nowhere to stop.
- Eliminate parking outside the pub, thereby putting that business at risk.
- Eliminate parking by the playground, meaning it will be used less.

- Eliminate parking outside the village sports field and cricket club, which would severely affect community events which take place there including bonfire night, which would mean that less able-bodied residents would be unable to attend and people from further afield would not be able to join.
- Eliminate parking outside the theatre and the Jehovahs Witness Hall
- Create urbanisation of the village street

The proposals are designed solely to move traffic along the road and have no regard for the nature of the village or the welfare of existing residents, who will no longer be able to park close to their own homes. This will create incredible stress for many when they return home from work at the end of the day, make life very difficult for a number of village residents and potentially destroy the businesses and community facilities that make the village what it is.

Councillors commenting on the application went so far as to say it would lead to the ruination of the community and they had never seen an application which is so punitive to existing residents. The proposed changes to the road in order to accommodate this application are designed to punish the current residents for living there and are unfit for the nature and position of the village. This is the wrong development in the wrong place.

ATC recognises that there is a high demand for new housing and that the District Council has not been able to demonstrate a 5-year housing land supply across East Hampshire. However, the Town Council feel it is clear that this particular application causes significant harm and that this provides clear justification for refusal.

In summary, Alton Town Council maintains their **STRONG OBJECTION** to this application.

41-43 Maddox Street, London, W1S 2PD
 T 020 7493 8888
 info@turnberryuk.com
 www.turnberryuk.com

Samantha Owen
 East Hampshire District Council
 PO Box 310,
 Petersfield,
 GU32 9HN

Turnberry

Our ref: L 28-05-26 EHDC
 Your ref: EHDC-25-0748-OUT

28th May 2026

Dear Samantha,

**Planning Application
 Reference EHDC-25-0748-OUT**

I write in respect of the above application. Following the submission of the application there has been extensive comment and feedback provided by the Council, statutory consultees and the local community.

In response to this feedback my clients have reviewed the proposals and wish to formally amend the application. To this end, please find attached the following updated application drawings:

- Drawing Number 6511 PL02C – Land Use
- Drawing Number 6511 PL03D – Heights
- Drawing Number 6511 PL04C – Density
- Drawing Number 6511 PL05C – Illustrative Masterplan

In addition, further technical information has been prepared to address the comments from statutory consultees:

- Planning Statement Addendum, dated May 2026
- Highways Response Note, dated 19/05/26
- Framework Travel Plan, dated May 2026
- Updated Junction Modelling Technical Note October 2025
- Hydrogeological Assessment, dated 20/5/26
- Flood Risk Assessment Addendum, dated 21/05/26
- Drawing – Spring Conveyance Route Option 3

Turnberry Consulting

Turnberry Consulting Limited is a company registered in England, No. 15211116. Registered Office: 41, 43 Maddox Street, London, W1S 2PD.
 Turnberry Consulting Limited is a company registered in England, No. 15211116. Registered Office: 41, 43 Maddox Street, London, W1S 2PD.

- Flood Risk Policy Assessment (incorporating Sequential Test & Exception Test), dated May 2026

I'd be grateful if the submitted further information, and this supporting covering letter could be placed on the electronic application file for further public consultation.

Please do not hesitate to contact me should you have any further queries in the interim.

Yours sincerely,

A black rectangular redaction box covering the signature of Tom Ashley.

Tom Ashley

Planning Statement Addendum

Planning Application Reference EHDC-25-0748-OUT



May 2026

Turnberry

1. Introduction

- 1.1 This Planning Statement Addendum has been prepared on behalf of the Redbrown Limited in support of outline planning application reference EHDC-25-0748-OUT) for:

Outline Planning Application with all matters reserved except access for a high-quality residential development comprising up to 156 dwellings, with supporting green infrastructure and open space including play space and associated infrastructure including Sustainable Urban Drainage System and new vehicular access from London Road

At

Land To The Rear Of 136-150 London Road, Holybourne, Alton, Hampshire

- 1.2 The Addendum accompanies the submission of further information and amendments to the scheme following consultation responses received from East Hampshire District Council, statutory consultees, and third-party representations.
- 1.3 The original Planning Statement (June 2025) set out the case for the Proposed Development comprising up to 160 dwellings (now reduced to 156), alongside associated green infrastructure, access, and drainage infrastructure.
- 1.4 Since submission, the Applicant has undertaken a comprehensive review of the scheme in light of feedback, resulting in both revisions to the illustrative masterplan and the preparation of additional technical material. This includes updated parameter plans, further drainage and transport information, and supporting technical notes responding directly to consultee comments and matters raised by interested parties .
- 1.5 It is the purpose of this Addendum to address the planning issues that have arisen during the determination process, taking account of the revisions to the scheme, the additional technical information and the consultation responses that have been provided.
- 1.6 This Addendum should be read in conjunction with the original Planning Statement and the full suite of submitted application documents, as well as the additional information now provided. It does not supersede the original Planning Statement but should be treated as a complementary document addressing specific matters arising post-submission.

2. Legislative and Policy Context

- 2.1 The determination of the application is governed by the statutory framework set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 2.3 In addition, the application engages specific statutory duties in respect of the historic environment. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, in considering whether to grant planning permission for development which affects a listed building or its setting, the decision-maker shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) of the same Act requires that, in the exercise of planning functions within conservation areas, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. The Ancient Monuments and Archaeological Areas Act 1979 (as amended) establishes statutory protection for Scheduled Monuments, making it a criminal offence to carry out works affecting their fabric without Scheduled Monument Consent, and requiring decision-makers to ensure that development proposals avoid harm to their significance and physical integrity.
- 2.4 The Development Plan for the purposes of Section 38(6) comprises the East Hampshire District Local Plan: Joint Core Strategy (adopted June 2014) and the Alton Neighbourhood Plan (made April 2021).
- 2.5 National planning policy is set out within the National Planning Policy Framework (December 2024) . The Framework is a material consideration of significant weight and must be read as a whole.
- 2.6 At the heart of the Framework is the presumption in favour of sustainable development (paragraph 11). For decision-taking, paragraph 11(d) confirms that where the policies most important for determining the application are out-of-date, permission should be granted unless:
 - i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusal; or
 - ii. any adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the Framework as a whole.
- 2.7 National Planning Practice Guidance (PPG) provides further guidance on the application of national policy, including in respect of housing land supply, decision-making, heritage, and flood risk. It is also a material consideration.

3. Planning Assessment

Principle of Development

East Hampshire Local Plan

- 3.1 The application site lies outside the defined settlement boundary of Holybourne and is therefore located within the countryside for the purposes of the adopted Local Plan.
- 3.2 However, the Local Plan must be considered in the context of its age (adopted 2014) and the current housing land supply position. The Council is unable to demonstrate a five-year supply of deliverable housing sites. The housing land supply position as at 1st April 2025 was 2.9 years supply, equivalent to a 1,089-dwelling shortfall. In such circumstances, the policies most important for determining the application are out-of-date for the purposes of paragraph 11(d) of the NPPF.
- 3.3 Accordingly, whilst the spatial strategy remains a relevant consideration, it attracts reduced weight in the planning balance.

Alton Neighbourhood Plan

- 3.4 The Alton Neighbourhood Plan (made November 2021) forms part of the Development Plan.
- 3.5 Paragraph 14 of NPPF states:

In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided the following apply:

a) the neighbourhood plan became part of the development plan five years or less before the date on which the decision is made; and

b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement (see paragraphs 69-70).

- 3.6 As set out in the submitted Planning Statement, whilst the Neighbourhood Plan did allocate housing sites, this was with reference to an out-of-date Local Plan (Core Strategy 2014) and thereby an out-of-date calculation of housing need. As such the Neighbourhood Plan does not provide allocations which meet its identified housing requirement.
- 3.7 Alongside this the East Hampshire District Council Planning Policy consultation response advises the following:

“Neighbourhood Development Plan was made in 2021, the estimated housing needs for East Hampshire have substantially increased as a result of changes to the Government’s standard method for calculating housing needs. On the basis of the updated standard method, the Council has produced a document entitled: ‘Neighbourhood Plans – Indicative Housing Figures’ (January 2025, available here) which identifies an indicative figure of 196 dwellings per annum for Alton from 2024 onwards. This translates into 784 dwellings over the period 2024-2028. These indications of housing need are not housing requirements per se, but in comparison with the outstanding planning commitments at 1st April 2024 (which includes the allocations of the Alton Neighbourhood Development Plan) of 628 dwellings, it is clear that there is likely to be additional housing needs to be met over the period 2024 to 2028 within Alton, above and beyond the Neighbourhood Development Plan’s allocations.”

- 3.8 In these circumstances, the policies of the Neighbourhood Plan carry limited weight in the overall planning balance.
- 3.9 Whilst a review of the Alton Neighbourhood Plan commenced, this stalled and has not recommenced. As such the Alton Neighbourhood Plan will become out of date in November 2026 in any event.

National Planning Policy Framework

- 3.10 Given the above, the application falls to be determined in accordance with paragraph 11(d) of the NPPF.
- 3.11 The specific considerations relating to footnote 7 matters (including heritage, flood risk and other constraints) are assessed within the relevant topic sections below.
- 3.12 The overall planning balance is set out at Section 5 (Summary and Conclusion) of this Addendum.

Heritage

- 3.13 In determining the application, the decision-maker must have regard to the statutory duties set out in Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as outlined in Section 2 above.
- 3.14 These duties require that considerable importance and weight is given to the desirability of preserving the setting of listed buildings and the character and appearance of conservation areas.

- 3.15 In addition, the Ancient Monuments & Archaeological Areas Act 1979 (as amended) is relevant to the determination of this application.
- 3.16 The Development Plan contains policies which reflect these statutory requirements. In particular, policies within the East Hampshire Local Plan seek to conserve and enhance the historic environment, including designated heritage assets and their settings.
- 3.17 Similarly, the Alton Neighbourhood Plan includes policies which seek to protect the character and appearance of the area, including its heritage assets and local distinctiveness.
- 3.18 National policy is set out in Chapter 16 of the NPPF, which requires that great weight is given to the conservation of heritage assets, and that any harm to their significance should be clearly justified.

Scheduled Ancient Monument – Cuckoo’s Corner Roman Settlement

- 3.19 The application site lies partly within, and adjacent to, the Cuckoo’s Corner Roman Settlement Scheduled Monument, a designated heritage asset of the highest significance. Scheduled Monuments are protected under the Ancient Monuments and Archaeological Areas Act 1979 (as amended), which provides statutory protection for the fabric of scheduled monuments. In policy terms, the Scheduled Monument is also subject to the requirements of Chapter 16 of the NPPF, including paragraph 213, which confirms that substantial harm to, or loss of, assets of the highest significance, including scheduled monuments, should be wholly exceptional.
- 3.20 The potential impacts of the Proposed Development upon the Scheduled Monument have been the subject of detailed consultation with Historic England. In its initial consultation response dated 30 July 2025, Historic England raised concerns regarding the addition of a play area, kickabout area and new planting within the Scheduled Monument, the placement of a SuDS pond immediately north of the monument, and the proximity of built form to the monument’s western boundary.
- 3.21 In response, the Applicant undertook further archaeological evaluation and amended the scheme, including through revisions to the illustrative masterplan and supporting technical information.
- 3.22 Historic England has reviewed this additional information and, in its consultation response dated 12 January 2026, confirms that it raises no objection to the application subject to the imposition of appropriate conditions.
- 3.23 The absence of objection from Historic England, as the Government’s statutory adviser on the historic environment, is a matter of substantial weight. It confirms that, subject to appropriate mitigation secured by condition, the Proposed

Development would not give rise to unacceptable harm to the significance of the Scheduled Monument.

- 3.24 It is acknowledged that third-party representations assert that the development would result in harm to the Scheduled Monument, including through impacts on its setting and the introduction of recreational uses within its extent. However, those concerns must be considered in light of the additional archaeological evaluation undertaken, the revisions made to the scheme, and the conclusions reached by Historic England.
- 3.25 The Scheduled Monument is principally of archaeological significance, with much of that significance deriving from below-ground remains. The Proposed Development has been informed by archaeological evaluation and has been designed to avoid direct physical harm to the monument, with any remaining matters capable of being appropriately managed through conditions.
- 3.26 In these circumstances, it is concluded that the Proposed Development would preserve the fabric of the Scheduled Monument and would not result in unacceptable harm to its significance. The requirements of the Ancient Monuments and Archaeological Areas Act 1979 (as amended) and Chapter 16 of the NPPF are therefore satisfied.

Other Heritage Assets (Listed Buildings and Conservation Area)

- 3.27 The Proposed Development has the potential to affect the setting of a number of designated heritage assets, including the Holybourne Conservation Area, the Grade II* Church of the Holy Rood, and nearby Grade II listed buildings including Manor Farmhouse, Holybourne Forge and Oak Cottage.
- 3.28 In accordance with Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the decision-maker must give special regard to the desirability of preserving the setting of listed buildings and the character and appearance of the Conservation Area. These statutory duties are reflected in Policy CP30 of the East Hampshire Joint Core Strategy and Chapter 16 of the NPPF.
- 3.29 The submitted Historic Environment Impact Assessment confirms that the Site forms part of the wider rural setting of these heritage assets, and that development would introduce built form into what is currently an open, agricultural landscape. It is therefore accepted that the Proposed Development will result in a degree of change to the setting of these assets.
- 3.30 The submitted Historic Environment Impact Assessment has carefully assessed the degree of change to the setting of these assets and concludes that the scheme would result in less than substantial harm at the lower end of the scale.
- 3.31 The Council's Conservation Officer, in their consultation response dated 3 September 2025, concludes that the Proposed Development would result in harm

which “is within the middle of the spectrum of harm, within the less than substantial bracket”. However, that response also identifies that there is clear scope to reduce this harm through the design of the built form, including the use of appropriate materials and limiting building heights.

- 3.32 In direct response to this advice, the Applicant has submitted a revised Heights Parameter Plan which materially reduces the potential for visual and spatial intrusion into the setting of heritage assets. The revised plan secures maximum building heights of 10 metres along the western, southern and northern edges of the Site, which form the most sensitive interface with the Conservation Area and nearby listed buildings.

- 3.34 These reductions in building height, when combined with the outline nature of the application and the ability to control layout, scale, appearance and landscaping at the Reserved Matters stage, represent a clear and proportionate response to the Conservation Officer’s advice. They will ensure that built form remains subservient within the wider landscape and reduces the degree of urbanising influence on the setting of heritage assets, ensuring that the level of harm is firmly at the lower end of the less than substantial bracket.

- 3.35 Paragraph 215 of the NPPF confirms that where a development proposal would lead to **less than substantial harm** to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal . This exercise is undertaken in the planning balance set out at Section 5 of this Addendum.

- 3.36 Critically, harm within the “less than substantial” category — whether at the middle or lower end of the spectrum — does not equate to a strong reason for refusal in the context of paragraph 11(d)(i) of the NPPF. Accordingly, the heritage impacts identified do not trigger the operation of the footnote 7 ‘protective policies’ test as a basis for refusal.

- 3.37 The heritage impacts of the Proposed Development must therefore be considered within the overall planning balance, where they are capable of being outweighed by the substantial public benefits arising from the delivery of housing and associated infrastructure.

Transport

Overview of Access Strategy

- 3.38 The proposed development includes a fully detailed vehicular access via a new priority-controlled vehicular access from London Road, positioned opposite Pentons Close and Vindomis Close along the site frontage. Hampshire County Council have confirmed that the site access is suitable and acceptable for the development proposed.

- 3.39 The access strategy also incorporates improvements to London Road, including footway widening, additional crossing points, traffic calming and gateway measures intended to support lower vehicle speeds and improve pedestrian and cyclist safety and connectivity through Holybourne. The London Road improvement scheme has been revised following feedback from Hampshire County Council and informed by a detailed parking surveys on London Road. The updated scheme includes an increase in formalised parking provision from 37 to 63 spaces. The design has also been amended through the removal of five build-outs and one crossing point and replacement with raised tables and revised parking arrangements to improve traffic flow whilst still achieving traffic calming objectives.
- 3.40 It also provides a further ten visitor spaces within the site. These additional spaces will serve the relocated children's play area and provide 'park and stride' capacity to offset the parking reduction arising from the London Road sustainable travel safety improvements, particularly during the peak school drop-off period. Given the application is in outline, it is suggested that these additional spaces are secured via an appropriately worded planning condition.
- 3.41 In addition, the applicant will upgrade surfacing, or contribute towards improvements to bridleway 002/501/4 and footpaths 002/29b/2, 002/29b, 002/33/1 and 002/33/2.

Local Context

- 3.42 The East Hampshire LCWIP, Hampshire County Council's Local Transport Plan 4 and a vision-led approach to transport planning.
- 3.43 In respect of London Road the LCWIP identifies the aim that *"The road could be made suitable for cycling in mixed traffic with a lower speed environment and measures to reduce traffic to an appropriate level (although it is recognised that these are limited). Opportunities to enhance public realm around the local centre and numerous schools could be considered"*. The LCWIP also identifies that *"There is on street parking present (mainly within Holybourne) which can create obstruction and narrows usable road space"*.

Policy Context

- 3.44 The relevant transport policy framework for decision-taking in respect of the London Road development is provided by both the East Hampshire District Local Plan: Joint Core Strategy and the National Planning Policy Framework ("NPPF"). Together, these establish a clear requirement that development should be located and designed to support sustainable travel choices, minimise impacts on

the transport network and ensure appropriate parking provision whilst maintaining highway safety.

- 3.45 The NPPF confirms that sustainable development remains at the heart of decision-taking, with planning decisions required to actively support sustainable transport solutions and direct development to sustainable locations. Paragraph 11 establishes the presumption in favour of sustainable development, whilst the transport chapter emphasises that transport issues should be considered from the earliest stages of plan-making and decision-taking. Development proposals should promote walking, cycling and public transport use; minimise the need to travel by private car where possible; and provide safe and suitable access for all users. The NPPF also requires that development should only be prevented or refused on highways grounds where there would be an “unacceptable impact on highway safety” or where the “residual cumulative impacts on the road network would be severe”. In relation to parking, the NPPF requires parking standards to take account of accessibility, local car ownership levels, the availability of public transport and the need to ensure efficient use of land whilst still providing appropriate parking provision.
- 3.46 The East Hampshire District Local Plan: Joint Core Strategy similarly places strong emphasis on achieving sustainable communities through improved accessibility and sustainable transport measures. The spatial strategy identifies the need to reduce reliance on private car travel where possible whilst recognising the rural nature of the District and the continued importance of the car in many locations. The strategy seeks development that improves access to services and facilities, enhances opportunities for walking and cycling and supports healthier lifestyles.
- 3.47 In transport terms, the Local Plan recognises a number of key challenges including high car ownership, traffic congestion, pressures on rural roads and the need to improve accessibility to services and facilities, particularly in rural areas. It also identifies the importance of improving public transport, walking and cycling infrastructure to create more sustainable patterns of movement.
- 3.48 Policy CP31 (Transport) is the principal development management policy relevant to decision-taking. It requires development proposals to:
- provide safe, direct and convenient access for all users;
 - prioritise walking, cycling and public transport accessibility;
 - minimise the need to travel by private car;
 - avoid unacceptable impacts on highway safety and the efficiency of the transport network;
 - provide appropriate parking provision;

- incorporate transport improvements and mitigation measures where necessary; and
- support improvements to sustainable transport infrastructure.

3.49 The policy also supports development that contributes towards reducing congestion, improving air quality and encouraging modal shift towards more sustainable forms of travel.

Assessment

- 3.50 The proposed development is considered to comply with the relevant transport policy requirements of both the East Hampshire District Local Plan: Joint Core Strategy and the NPPF. The scheme has been designed around a comprehensive package of sustainable transport and highway improvements, including the creation of a 20mph environment along London Road, enhanced pedestrian crossing facilities, widened footways, shared footway/cycleway provision, formalised parking arrangements and traffic calming measures. These measures directly support the objectives of encouraging walking and cycling, improving road safety and reducing congestion in accordance with the aspirations of the East Hampshire LCWIP and Policy CP31.
- 3.51 The development also provides safe and suitable access arrangements for all users. The Transport Assessment and subsequent Highways Response Note demonstrate that the proposed vehicular access, visibility splays and internal highway arrangements are capable of safely accommodating the anticipated movements associated with the development. Additional swept path analysis and tracking exercises have confirmed that larger vehicles, including buses, refuse vehicles and delivery vehicles, can safely navigate the proposed highway environment.
- 3.52 In respect of the efficiency of the transport network, the Transport Assessment includes modelling to assess the impact of the traffic generated on the local highway network. The broad scope of the modelling was agreed with HCC prior to submission. The modelling demonstrates that local junctions will continue to operate within capacity with additional traffic from the development. Through the application consultation process HCC subsequently sought detailed refinements to the modelling. These modelling refinements have been undertaken entirely in accordance with the requirements of the HCC. The refined modelling confirms that the local junctions will continue to operate within capacity with additional traffic from the development.
- 3.53 In terms of sustainable travel, the proposals significantly enhance pedestrian and cycle connectivity along London Road and improve access to local schools,

shops, public transport facilities and Public Rights of Way. The introduction of traffic calming, reduced vehicle speeds and improved crossing opportunities would materially improve conditions for non-car modes of travel and support modal shift objectives identified within both local and national policy. The development is also supported by Travel Plan measures.

- 3.54 In respect of parking, the illustrative layout shows that policy-compliant levels of parking, including visitor parking, can be accommodated within the development.
- 3.55 In addition, the London Road improvement scheme has evolved following detailed survey work and consultation with Hampshire County Council. The revised proposals increase formalised parking provision from 37 to 63 spaces, together with additional Park and Stride provision, which the evidence demonstrates is capable of accommodating existing overnight parking demand whilst supporting the wider highway and placemaking objectives of the scheme. Whilst some reduction in informal on-street parking would occur, this is balanced against the substantial safety and accessibility benefits arising from the proposed improvements and the additional Park and Stride facilities intended to reduce school-related congestion and encourage more sustainable travel behaviours.
- 3.56 Overall, the proposals accord with the requirements of the NPPF and Policy CP31 by promoting sustainable transport choices, ensuring safe access arrangements, mitigating impacts on the highway network and delivering substantive improvements to the walking and cycling environment. There is no evidence that the development would result in a severe residual cumulative impact on the transport network or unacceptable impacts on highway safety.
- 3.57 In the context of paragraph 11(d) of the NPPF, transport impacts do not provide a strong reason for refusal under paragraph 11(d)(i). There is no evidence that the Proposed Development would give rise to an unacceptable impact on highway safety or a severe residual cumulative impact on the road network, consistent with the tests set out within Chapter 9 of the Framework. Rather, the Proposed Development would deliver substantive improvements to the local transport environment and actively support sustainable transport objectives. Accordingly, transport considerations weigh positively in favour of the Proposed Development within the overall planning balance.

Flood Risk and Drainage

- 3.58 The application is supported by:

- Flood Risk Assessment and Drainage Strategy July 2025

- Flood Risk Assessment Addendum dated 21st May 2026
- Hydrogeological Assessment dated 20th May 2026

3.59 This provides a comprehensive and proportionate assessment of flood risk from all sources, including fluvial, surface water and groundwater.

Policy Context

3.60 Policy CP25 of the East Hampshire Joint Core Strategy requires development to avoid areas at risk of flooding and to demonstrate, where necessary, compliance with the sequential and exception tests.

3.61 National policy is set out in Chapter 14 of the National Planning Policy Framework (December 2024), which requires a risk-based approach to the location of development and confirms that development should be directed to areas of lowest flood risk and made safe for its lifetime without increasing flood risk elsewhere.

3.62 The Framework is clear that the application of the sequential test should be proportionate and informed by site-specific evidence, with decision-making ultimately focused on whether development can be made safe for its lifetime.

Flood Risk Characteristics of the Site

3.63 The Site extends to approximately 16.05ha and is located entirely within Flood Zone 1, and is therefore at the lowest level of fluvial flood risk.

3.64 Environment Agency mapping identifies only limited areas of surface water flooding affecting small parts of the Site. In addition, the Strategic Flood Risk Assessment identifies the potential for groundwater emergence, reflecting the chalk geology and presence of spring-fed systems.

3.65 These characteristics have been examined in detail through the updated technical work. Notably, the Hydrogeological Assessment provides a robust hydrogeological understanding of the Site, including the identification of spring locations, flow pathways and the extent of land that is subject to ground water flooding during the peak flow winter period.

3.66 The evidence demonstrates that flood risk on the Site is:

- localised and predictable;
- capable of being avoided through site layout; and
- capable of being managed through an appropriate drainage strategy.

Site Design Response and Drainage Strategy

3.67 In response to the technical evidence the proposed parameter plans and supporting illustrative layout have been revised as follows:

- No dwellings or private amenity space within areas at risk of ground water flooding (the 'saturated ground')
- The formation of 'spring garden' to continue to hold emergent ground water and allow it to permeate back into the ground
- The provision of low flow conveyance swale along the line of the line of the existing flow feature. Providing twice the flow rate capacity than has been measured on site.
- The inclusion of attenuation storage along the southern boundary of the site, to allow the ground water at surface to be held and discharged. The volume of storage provided (400m³) is twice the maximum of volume of water that measured on site during the surveying undertaken in winter 2025/26.

3.68 Alongside this following detailed design measures can be included where appropriate:

- Foundation construction which allows the continued underground conveyance of ground water
- Moderate ground raising with permeable materials to allow for unimpeded groundwater drainage below the development

Sequential Test

3.69 The Flood Risk Policy Assessment addresses the sequential approach in full.

3.70 The Statement confirms that, given the Site lies within Flood Zone 1 and that the development can be made safe for its lifetime, the application of the sequential test is not strictly required on a proportionate reading of national policy.

3.71 Notwithstanding this, a Sequential Test has been undertaken in the interests of robustness. This assessment considers the availability of alternative sites within the relevant area and concludes that there are no reasonably available and suitable sites capable of accommodating the Proposed Development at a lower risk of flooding .

3.72 The requirements of the sequential approach are therefore satisfied.

Exception Test

3.73 The Exception Test is not strictly required given the Site's location within Flood Zone 1. However, it has been undertaken for completeness.

3.74 The assessment confirms that:

- the Proposed Development delivers significant sustainability benefits, including the provision of housing and supporting infrastructure; and
- the development will be safe for its lifetime and will not increase flood risk elsewhere.

3.75 The Exception Test is therefore satisfied .

3.76 Furthermore, the legal position is clear. Case law (including *Gladman Developments Ltd v Secretary of State and Lancaster City Council*) confirms that even where a sequential test is required and not satisfied, this does not constitute an automatic reason for refusal. Flood risk policy remains a matter to be weighed in the overall planning balance.

Conclusion

3.77 The evidence submitted demonstrates that:

- the Site is located in Flood Zone 1 and is not at risk of fluvial flooding;
- surface water and groundwater risks are localised, understood and can be effectively managed;
- the parameter plans and supporting illustrative layout demonstrate that the proposed dwellings and private amenity spaces will not be located within areas at risk of surface water or ground water flooding;
- the Proposed Development incorporates a robust, design-led drainage strategy;
- the development will be safe for its lifetime and will not increase flood risk elsewhere;
- the sequential approach has been appropriately addressed; and
- the sequential test has been satisfied.

3.78 There are therefore no flood risk or drainage grounds which would justify refusal of the application. This matter does not provide a strong reason for refusal under paragraph 11(d)(i) of the NPPF and does not outweigh the significant benefits of the scheme in the overall planning balance.

Local Green Space

3.79 The application site is partially affected by a designation as Local Green Space within the Alton Neighbourhood Plan. This designation is a material consideration and must be assessed in accordance with national policy.

Policy Context

3.80 Paragraph 108 of the NPPF confirms that Local Green Space designation allows communities to identify and protect green areas of particular importance to them.

3.81 Paragraph 153 of the NPPF confirms that policies and decisions affecting Local Green Space should be consistent with those for Green Belt. In effect, this requires that development which would harm a Local Green Space should only be permitted where very special circumstances exist which clearly outweigh that harm.

- 3.82 Local Green Space is also identified within footnote 7 to paragraph 11 of the NPPF as a policy designation which may provide a strong reason for refusing development, where relevant.

Assessment

- 3.83 The Proposed Development gives rise to a degree of harm to the Local Green Space designation. In accordance with national policy planning very special circumstances are required to clearly outweigh that harm.
- 3.84 In this case, the harm to the Local Green Space is limited and has been carefully minimised through the design and layout of the scheme. In particular the effect of the proposals is the reconfiguration and qualitative enhancement of open space, rather than its simple loss, including:
- the re-provision, expansion and improvement of the existing play area, delivering enhanced recreational value for both existing and future residents.
 - the delivery of a significant quantum of new publicly accessible green infrastructure (circa 7.75ha);
- 3.85 The overall effect is therefore one of limited harm, with the function, accessibility and quality of open space significantly enhanced as part of the development.
- 3.86 Within the context of this limited harm, the Proposed Development delivers a range of substantive and significant benefits, which when taken together comprise very special circumstances. These include:
- the delivery of up to 156 new dwellings, including 62 affordable dwellings, contributing towards addressing the Council's acute housing land supply shortfall;
 - the provision of a high-quality, landscape-led extension to Holybourne, delivering a sustainable pattern of development adjacent to the existing settlement;
 - the delivery of extensive publicly accessible open space, significantly exceeding policy requirements;
 - biodiversity net gain in excess of the mandatory 10% requirement, delivering measurable environmental enhancement; and
 - improvements to active travel infrastructure along London Road, including enhanced pedestrian and cycle connectivity and traffic calming measures.
- 3.87 These benefits are substantial, multi-faceted and align with the economic, social and environmental objectives of sustainable development set out in the NPPF.

Interaction with Paragraph 11

- 3.88 As set out above, Local Green Space falls within the scope of footnote 7 to paragraph 11 of the NPPF. It is therefore necessary to consider whether the designation provides a clear reason for refusal under paragraph 11(d)(i).

- 3.89 In this case, whilst the Proposed Development gives rise to limited harm to the Local Green Space, the presence of very special circumstances means that this designation does not provide a clear or determinative reason for refusal.

Conclusion

- 3.90 The Proposed Development gives rise to limited harm to the Local Green Space. However, the scheme delivers a comprehensive package of economic, social and environmental benefits which, taken together, comprise very special circumstances that clearly outweigh that harm.
- 3.91 Accordingly, the Local Green Space designation does not provide a clear reason for refusal, and there is no basis on which the presumption in favour of sustainable development should be disengaged.

4. Planning Balance & Conclusion

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan comprises the East Hampshire District Local Plan (2014) and the Alton Neighbourhood Plan (made November 2021).
- 4.2 However, the Development Plan must be considered in the context of its age and the Council's housing land supply position. The Council is unable to demonstrate a five-year supply of deliverable housing sites, with only 2.9 years supply and a shortfall of 1,089 dwellings. In these circumstances, the policies most important for determining the application are out-of-date for the purposes of paragraph 11(d) of the National Planning Policy Framework (NPPF) .
- 4.3 Whilst the Alton Neighbourhood Plan forms part of the Development Plan, paragraph 14 of the NPPF makes clear that the adverse impact of allowing development that conflicts with a neighbourhood plan is only likely to significantly and demonstrably outweigh the benefits where the plan contains policies and allocations to meet its identified housing requirement. In this case, the Neighbourhood Plan is based on an out-of-date evidence base and does not provide allocations sufficient to meet current housing needs, as confirmed by the Council's own Planning Policy evidence which identifies a substantial uplift in housing requirements. The criteria set out in paragraph 14 are therefore not met, and the Neighbourhood Plan does not provide a basis on which the presumption in favour of sustainable development should be disengaged. Accordingly, whilst it remains a material consideration, its policies attract limited weight in the overall planning balance.
- 4.4 In light of the above, paragraph 11(d) of the NPPF is engaged. This establishes the presumption in favour of sustainable development, whereby planning permission should be granted unless:
1. the application of policies in the Framework that protect areas or assets of particular importance (as listed in footnote 7) provides a clear reason for refusal; or
 2. any adverse impacts would significantly and demonstrably outweigh the benefits of the proposal when assessed against the policies of the Framework taken as a whole.

Footnote 7 Assessment

- 4.5 The relevant footnote 7 matters engaged by the Proposed Development comprise:
- designated heritage assets (including the Scheduled Monument, listed buildings and Conservation Area);

- Local Green Space designation; and
 - flood risk.
- 4.6 Each of these matters has been assessed in detail within Section 3 of this Addendum.
- 4.7 In respect of heritage, the Proposed Development preserves the fabric of the Scheduled Monument and gives rise to no unacceptable harm, with Historic England confirming no objection subject to conditions. In respect of other heritage assets, the scheme results in less than substantial harm at the lower end of the scale, which does not constitute a strong reason for refusal and must be weighed against public benefits.
- 4.8 In respect of flood risk, the Site lies wholly within Flood Zone 1 and the detailed technical evidence confirms that the development will be safe for its lifetime and will not increase flood risk elsewhere. This matter does not provide any basis for refusal.
- 4.9 In respect of Local Green Space, whilst the Proposed Development gives rise to a degree of harm, this harm is limited and is clearly outweighed by the presence of very special circumstances, including the substantial benefits delivered by the scheme.
- 4.10 Drawing these matters together, none of the footnote 7 designations, either individually or cumulatively, provide a clear reason for refusal under paragraph 11(d)(i) of the NPPF.

Paragraph 11(d)(ii) Planning Balance

- 4.11 The assessment therefore falls to be undertaken under paragraph 11(d)(ii), which requires that permission be granted unless the adverse impacts of the development would significantly and demonstrably outweigh its benefits.
- 4.12 The adverse impacts of the Proposed Development are limited and can be summarised as:
- conflict with the spatial strategy of the out-of-date Development Plan;
 - less than substantial harm to the setting of heritage assets (at the lower end of the scale); and
 - limited harm to the Local Green Space designation.
- 4.13 These harms have been carefully mitigated through the design evolution of the scheme and, in the case of heritage and Local Green Space, are subject to clear policy tests which allow for harm to be outweighed by benefits.
- 4.14 Against this, the Proposed Development delivers a substantial and compelling package of benefits, including:

- the delivery of up to 156 new dwellings, including 62 affordable dwellings, making a meaningful contribution towards addressing the Council's acute housing shortfall, not that there are currently 1,699 + households (31 March 2025) on the housing waiting list in East Hampshire;
- the provision of a sustainable, well-related extension to Holybourne, consistent with the objectives of the NPPF to boost significantly the supply of housing;
- the delivery of approximately 7.75ha of publicly accessible open space, including the re-provision, expansion and enhancement of recreational facilities;
- biodiversity net gain in excess of the mandatory 10% requirement;
- significant improvements to active travel infrastructure and connectivity along London Road; and
- a high-quality, landscape-led development which responds positively to local character and context.

4.16 These benefits are substantial and attract very significant weight in the planning balance, particularly in the context of the Council's housing land supply deficit.

Conclusion

4.17 The Proposed Development has been subject to detailed technical assessment and iterative design refinement. The resulting scheme represents a sustainable form of development which delivers significant economic, social and environmental benefits.

4.18 None of the policies identified in footnote 7 to paragraph 11 of the NPPF provide a clear reason for refusal. Accordingly, the presumption in favour of sustainable development remains engaged.

4.19 When assessed under paragraph 11(d)(ii), the limited adverse impacts identified do not come close to significantly and demonstrably outweighing the substantial benefits of the scheme.

4.20 On the contrary, the planning balance falls decisively in favour of the Proposed Development.

4.21 In accordance with paragraph 11 of the NPPF, and having regard to all material considerations, planning permission should be granted without delay.

Subject: Planning Application EHDC-26-0489-CONVR
Report to: Planning Committee, 17 June 2026
Report of: Deputy Town Clerk

1. Purpose of the report

- 1.1 To determine the Town Council's response to this Planning Application.

2. Background

- 2.1 East Hampshire District Council has received the following Planning Application:

EHDC-26-0489-CONVR

Site: 10 River View, Russett Road, Alton, Hampshire, GU34 1DU

Proposal: Section 73 application to vary condition 9 and 10 (Layout and External Alterations) of 29514/004 for residential development of flats, maisonettes and three terrace dwellings. Development commenced on 01/05/2012 and remains incomplete.

<https://publicaccess.easthants.gov.uk/planning/index.html?fa=getApplication&id=182134>

- 2.2 Details of the application were circulated to councillors on 5 June 2026. The deadline for comments is 25 June 2026.

3. Recommendation

- 3.1 The Committee is recommended:

To authorise the Town Clerk to submit an appropriate response to application EHDC-26-0489-CONVR, 10 River View, Russett Road, Alton, Hampshire, based on the points made by councillors.